

A detailed listing of all claims in the application is presented below. This listing of claims replaces all prior versions and listings of claims in the application. All claims currently being amended are submitted with markings to indicate the changes that have been made relative to immediate prior version of the claims. The changes in any amended claim are shown by strikethrough for deleted matter and underlined for added matter.

1. (Previously presented) A method for stabilizing a vehicle in an unstable position, comprising the steps of:

- a) leaning a first buttress stand and a second buttress stand against a right fender area and a left fender area at an end of said vehicle, each buttress stand having a base, an end fitting, and a length therebetween, the buttress stands being arranged with the end fitting nearest the vehicle and the base on the ground, spaced outwardly from the vehicle;
- b) restraining the buttress stand bases from sliding;
- c) securing the vehicle using a technique selected from the group consisting of
 - i) wrapping a flexible tie member around at least one rear post of the vehicle;
 - ii) entering through a side window opening of an inverted vehicle and attaching a J-hook to at least one sidewall of the vehicle, the J-hook having a flexible tie member attached thereto; and
 - iii) entering through a rear window opening of an inverted vehicle and attaching a J-hook to a rear deck or speaker deck of the vehicle, the J-hook having a flexible tie member attached thereto; and
- d) passing an opposite end of the flexible tie member up or across the side of the vehicle, where it is engaged with the fitting affixed to the buttress stand.

2. (Previously presented) The method of claim 1, further comprising the steps of:

- e) leaning a third buttress stand at the end of the vehicle at which the first and second buttress stands are arranged, the third buttress stand having a support end in contact with the end of the vehicle and a base contacting the ground;
 - f) attaching the base of the third buttress stand to the vehicle or to the base of the first buttress stand and the base of the second buttress stand, with one or more flexible tie members; and
 - g) passing a flexible tie member from the base of the first buttress stand and the base of the second buttress stand in the direction of the opposite end of the vehicle and attaching thereto or to a top side of the vehicle.
3. (Original) The method of claim 1, further comprising the step of placing at least one wedge between the ground and a surface of the vehicle opposite the end supported by the buttress stands.
4. (Original) The method of claim 1, in which the end of the vehicle is the rear end.
5. (Original) The method of claim 1, in which the end of the vehicle is the front end.
6. (Previously presented) The method of claim 1, wherein the end fitting of at least one of the buttress stands comprises a round point for engaging holes, an angle bracket for cradling corners or objects, a protruding lip to engage a recess, and a slot to grip a chain.
7. (Original) The method of claim 1, wherein the end fitting comprises an adjustable turret head having means for raising and lowering by turning a collar fixed to a threaded jack shaft, and wherein the top of the head rotates independently of rotation of the jack shaft.
8. (Previously presented) The method of claim 1, wherein the buttress stand base of at least one of the buttress stands comprises a pivotal buttress stabilization base plate having round holes for engaging stakes, pre-attached cam buckle straps, ratchet straps, chain, or other flexible members, and an attached link for connecting straps, chains, cables, hooks, or similar restraining flexible members.

9. (Original) The method of claim 1, further comprising the step of placing a stake through the engine compartment and driving the stake through the vehicle hood area into the ground.
10. (Original) A method for stabilizing a vehicle in an unstable position, comprising the steps of:
- a) leaning a first buttress stand and a second buttress stand against a right fender area and a left fender area at an end of said vehicle, each buttress stand having a base, an end fitting, and a length therebetween, the buttress stands being arranged with the end fitting nearest the vehicle and the base on the ground, spaced outwardly from the vehicle;
 - b) passing a flexible tie member under the end of the vehicle, running from the end fitting of the first buttress stand to the end fitting of the second buttress stand, with slack extending up to the vehicle's undercarriage on each side of said vehicle;
 - c) tightening the slack from the flexible tie member by exerting a force against the end fittings of the buttress stands at the vehicle undercarriage, using a first adjustable length flexible member; and
 - d) restraining the buttress stand bases from sliding.
11. (Previously presented) The method of claim 10, further comprising the steps of:
- e) leaning a third buttress stand at the end of the vehicle at which the first and second buttress stands are arranged, the third buttress stand having a support end in contact with the end of the vehicle and a base contacting the ground;
 - f) attaching the base of the third buttress stand to the base of the first buttress stand and the base of the second buttress stand with one or more flexible tie members; and
 - g) passing a flexible tie member from the base of the first buttress stand and the base of the second buttress stand in the direction of the opposite end of the vehicle and attaching thereto or to a top side of the vehicle.

12. (Original) The method of claim 10, further comprising the step of placing at least one wedge between the ground and a surface of the vehicle opposite the end supported by the buttress stands.
13. (Original) The method of claim 10, in which the end of the vehicle is the rear end.
14. (Original) The method of claim 10, in which the end of the vehicle is the front end.
15. (Original) The method of claim 10, further comprising the step of placing a sway strap on each side of the vehicle, wherein on each side of the vehicle one end of an additional flexible tie member is attached at the base of each stand and the other end to the first flexible tie member located at the undercarriage.
16. (Previously presented) The method of claim 10, wherein the end fitting of at least one of the buttress stands comprises a round point for engaging holes, an angle bracket for cradling corners or objects, a protruding lip to engage a recess, and a slot to grip a chain.
17. (Original) The method of claim 16, wherein the end fitting comprises an adjustable turret head having means for raising and lowering by turning a collar fixed to a threaded jack shaft, and wherein the top of the head rotates independently of rotation of the jack shaft.
18. (Previously presented) The method of claim 10, wherein the buttress stand base of at least one of the buttress stands comprises a pivotal buttress stabilization base plate having round holes for engaging stakes, pre-attached cam buckle straps, ratchet straps, chain, or other flexible members, and an attached link for connecting straps, chains, cables, hooks, or similar restraining flexible members.
19. (Original) The method of claim 10, further comprising the step of placing a stake through the engine compartment and driving the stake through the vehicle hood area into the ground.
20. (Original) A method for stabilizing a vehicle in an unstable position, comprising the steps of:
 - a) creating one or more purchase holes in the vehicle, using a drill-operated hole saw;

- b) leaning a buttress stand having a base, a round point end fitting, and a length therebetween, the buttress stand being arranged against the vehicle with the round point inserted into a purchase hole created by the hole saw and with the base on the ground, spaced outwardly from the vehicle; and
- c) attaching a flexible tie member from the base of the buttress stand to the vehicle or opposite stand.

21. (Cancelled)

22. (Cancelled)

23. (Cancelled)

24. (Cancelled)

25. (Cancelled) .

26. (New) A method for stabilizing a vehicle in an unstable position, comprising the steps of:

- a) leaning a first buttress stand and a second buttress stand against a right fender area and a left fender area at an end of said vehicle, each buttress stand having a base, an end fitting, and a length therebetween, the buttress stands being arranged with the end fitting nearest the vehicle and the base on the ground, spaced outwardly from the vehicle;
- b) restraining the buttress stand bases from sliding;
- c) securing the vehicle using a technique selected from the group consisting of
 - i) wrapping a flexible tie member around at least one rear post of the vehicle;
 - ii) entering through a rear window opening of an inverted vehicle and attaching a J-hook to at least one rear post of the vehicle, the J-hook having a flexible tie member attached thereto;

- iii) entering through a side window opening of an inverted vehicle and attaching a J-hook to at least one sidewall of the vehicle, the J-hook having a flexible tie member attached thereto; and
- iv) entering through a rear window opening of an inverted vehicle and attaching a J-hook to a rear deck or speaker deck of the vehicle, the J-hook having a flexible tie member attached thereto;
- e) leaning a third buttress stand at the end of the vehicle at which the first and second buttress stands are arranged, the third buttress stand having a support end in contact with the end of the vehicle and a base contacting the ground;
- f) attaching the base of the third buttress stand to the vehicle or to the base of the first buttress stand and the base of the second buttress stand, with one or more flexible tie members; and
- g) passing a flexible tie member from the base of the first buttress stand and the base of the second buttress stand in the direction of the opposite end of the vehicle and attaching thereto or to a top side of the vehicle.